

*CLAIM AMENDMENTS*

1. (Previously Presented) A steering control apparatus comprising:
  - a steering wheel angle detector for detecting a rotation angle of a steering wheel mounted in a vehicle and outputting a steering wheel angle signal;
  - a road surface reaction force torque detector for detecting a road surface reaction force torque from a front wheel of the vehicle and outputting a road surface reaction force torque signal;
  - a lag arithmetic part, including a first order lag filter to which the road surface reaction force torque signal is input and which has a specified time constant, for calculating a steering reaction force torque using a signal output by the first order lag filter;
  - a first motor fixed to the steering wheel for generating the steering reaction force torque applied to the steering wheel;
  - a first control part for controlling the first motor based on the steering reaction force torque;
  - a lead arithmetic part, including a first order lead filter to which the steering wheel angle signal is input and which has the same time constant as the first order lag filter, for calculating a steering angle signal of the front wheel using a signal output by the first order lead filter;
  - a second motor fixed to the front wheel for controlling the front wheel angle; and
  - a second control part for controlling the second motor based on the steering angle signal.

Claim 2 (Cancelled).

3. (Previously Presented) The steering control apparatus according to claim 1, comprising time constant setting means for changing the time constant of the first order lead filter.

Claim 4 (Cancelled).

5. (Previously Presented) The steering control apparatus according to claim 3, wherein the time constant setting means changes the time constant in accordance with a detection output of a driver state detection device for detecting a state of a driver of the vehicle.

Claims 6 and 7 (Cancelled).

8. (Previously Presented) The steering control apparatus according to claim 1, wherein the steering wheel and the front wheel are mechanically coupled with each other.

Claim 9 (Cancelled).

10. (Previously Presented) A steering control apparatus according to claim 1, wherein the time constant is in a range from 0.3 seconds to 0.7 seconds.

Claim 11 (Cancelled).